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**SUPPLEMENT**

## ORIGIN

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- 25X1 1. Port work is being carried out at Wismar in day and night shifts, as long  
25X1 as workers are available and electric current for the cranes is not shut  
25X1 off. The electric supply is erratic since it comes from Lubeck [redacted]  
25X1 [redacted]
2. Outgoing shipments of potash salts are very poorly handled at present. There were, at the date of information, 5000 tons of forty percent potash salts and an additional 5000 tons of sixty percent potash salts on the pier, which, it is believed, were for shipment to Russia. The entire potash supply had been lying exposed to the elements and was, therefore, fused and very damp. This supply of potash was as hard as rock and had in part to be loosened by explosives and extricated with pick-axes. Loading is thus a lengthy proposition.
3. The outlook for future shipments from Wismar is bad. When a ship sailed from Wismar recently, there were about 50 large and small sailing vessels anchored in the harbor, besides three steamboats and one motorboat, none of which had begun to load.
4. Supply and loading facilities are primitive or non-existent. There are three cranes, originally coal cranes, now used for loading potash salts. In addition there are some transportable conveyor belts. Very small ships can be loaded directly from the railway tracks by means of a scaffold arrangement in the new harbor. Bunker coal cannot be obtained in Wismar except in case of emergency when about ten tons are given to smaller ships. Regularly, ships in the Russian Zone call at Rostock for bunker coal. Foreign ships cannot acquire provisions or other shipping necessities. Ships in need of provisions have found them very difficult to obtain at Wismar. The pilot boat is the only motor tugboat. It is of average size and can be used to tow ships.
5. The entrance into Wismar harbor is marked off by buoys. From Route 6, buoy number four, to the Wismar mooring buoy\*, there is a channel marked off with three black buoys on the east and three red buoys on the west side. The mooring buoy itself is a light buoy giving seven flashes every four seconds. From the mooring buoy towards shore, the route is marked off with red pointed buoys on the west side and black pointed buoys on the east. At Hammibal Shoals [redacted] the route is marked by a white beacon with two red balls. In the near future light buoys are to
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be anchored which will permit ships under 1000 B.R.T. to enter the harbor at night.

6. In good weather the pilot is picked up half way between the mooring buoy and the signal light at Pool. In bad weather he is stationed nearer shore.
7. The Russian harbor master takes a very dim view of allowing demurrage to be charged up on the bill of lading, so much so in fact, that recently it had to be explained to him that sending off two partially loaded ships, lacking 300 tons and 500 tons respectively, would be far more costly than the two or three days demurrage.

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